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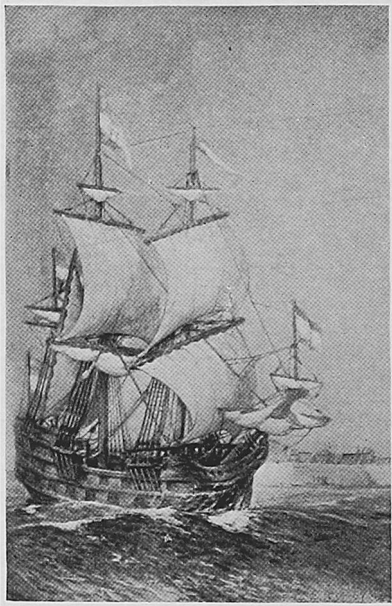
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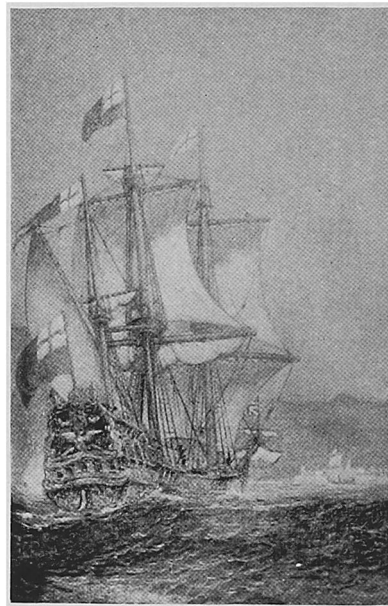
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SEVENTEENTH CENTURY PORTS



Curaçao



Port Royal

THE pictures at the head of this article represent the port of Curaçao and Port Royal, Jamaica, as they looked toward the close of the seventeenth century. They are two of a series of ten paintings of famous Seventeenth Century Ports, executed by Elmer E. Garnsey, an American artist of great distinction, whose work, chiefly in mural decoration, is to be seen in some of the finest structures in America.

Curaçao, an island lying forty miles off the coast of Venezuela, was discovered by Hojeda in 1499 and occupied by the Spanish in 1527. It fell into the hands of the Dutch in 1634, and Peter Stuyvesant was sent out from Holland as Director for the Dutch West India Company. Ten years later he attacked the Portuguese colony on the neighboring island at St. Martin, where

he was so severely wounded that he returned to Holland and lost one of his legs by amputation. Thereafter he wore his famous wooden leg, ornamented with silver bands. The Company rewarded his zeal by sending him to New Amsterdam in 1647 as Director of the the Colony of New Netherland to replace William Kieft.

The important trade carried on between these colonies, fostered, no doubt by Stuveysant, included flour and other food-stuffs, and horses, sent from New Netherland, in return for rum and molasses from the West Indies.

The ship shown in the picture is a typical Dutch merchantman in the West Indian trade. She is bluff-bowed, only twice as long as she is broad, and draws twenty feet of water. She

carries guns to beat off pirates, though, according to the custom of the time, probably not as many as the ports would indicate. At the maintopmast is the flag of the Dutch West India Company—the monogram G. W. I. (for “Generale West Indische Compagnie”) imposed upon the Dutch flag.

Port Royal, on the island of Jamaica, was held by the Spanish from its discovery by Columbus in 1494 until it was captured by the English in 1655. The coast of Jamaica long furnished rendezvous and havens for the pirates and buccaneers who infested the Caribbean Sea; Port Royal, on the southern side of the island, being the principal mart for trade. Incidentally, it was accounted one of the wickedest habitations on the face of the earth.

The traders who frequented the excellent harbor of Port Royal came from both the Old and the New Worlds, and as long as business was profitable, cared little for the origin or previous ownership of their purchases. A characteristic example of the enterprises that brought wealth to Port Royal was the expedition of three ships, with three hundred soldiers on board, that sailed from there in 1659 to attack the Spanish town of Coro on the Venezuelan coast. After robbing the inhabitants of their jewels and plate, the marauders discovered and carried off twenty-two chests of silver which had been awaiting shipment to the King of Spain. The total value of the spoil of this one raid was considerably over a million dollars. In spite of protests from Spain and admonitions from England, similar activities continued for years, so that when the town was destroyed by a great earthquake in 1692, and its

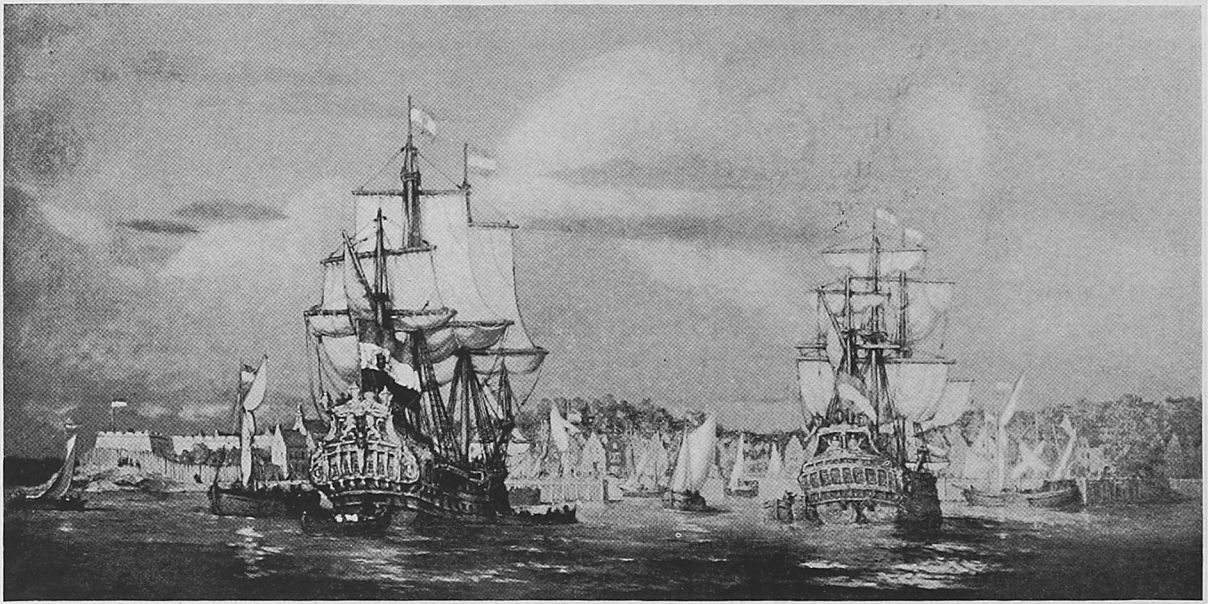
plunder-laden wharves sank into the sea, men called the catastrophe a just retribution for the wickedness that had flourished there.

In the foreground of the picture is a large English trading-ship bound for the white walls of Port Royal, and farther inshore a brigantine of the type frequently used by the buccaneers.

Besides Curaçao and Port Royal, the ports painted by Mr. Garnsey are Amsterdam, Holland; Fort Orange, now Albany, N. Y.; New Amsterdam, now New York; La Rochelle, France; London and Plymouth, England; Cadiz, Spain; and Genoa, Italy.

While in a general way Mr. Garnsey selected the period toward the close of the seventeenth century, because of its picturesqueness, for his representation of these ports, and the ports themselves because of their relation to the discovery, settlement and commerce of the Dutch and English colonies of the New World, he has aimed to concentrate their date of representation upon the year 1674. For Mr. Garnsey's paintings happily are mural decorations which he designed for the Custom House in New York, and 1674 was the last year in which the Dutch flag floated over Fort Amsterdam, whose walls enclosed the site of the present Customs.

This artist has executed decorations for the residence of Andrew Carnegie, the Union Club and the University Club, New York; the Library of Congress and the Capitol, Washington; several new and important State Capitols and libraries in the West; and the Boston Public Library, besides other buildings; and he received a medal at the Paris Exposition, 1900; where he decorated the U. S. National Pavilion.



NEW AMSTERDAM (now New York City)

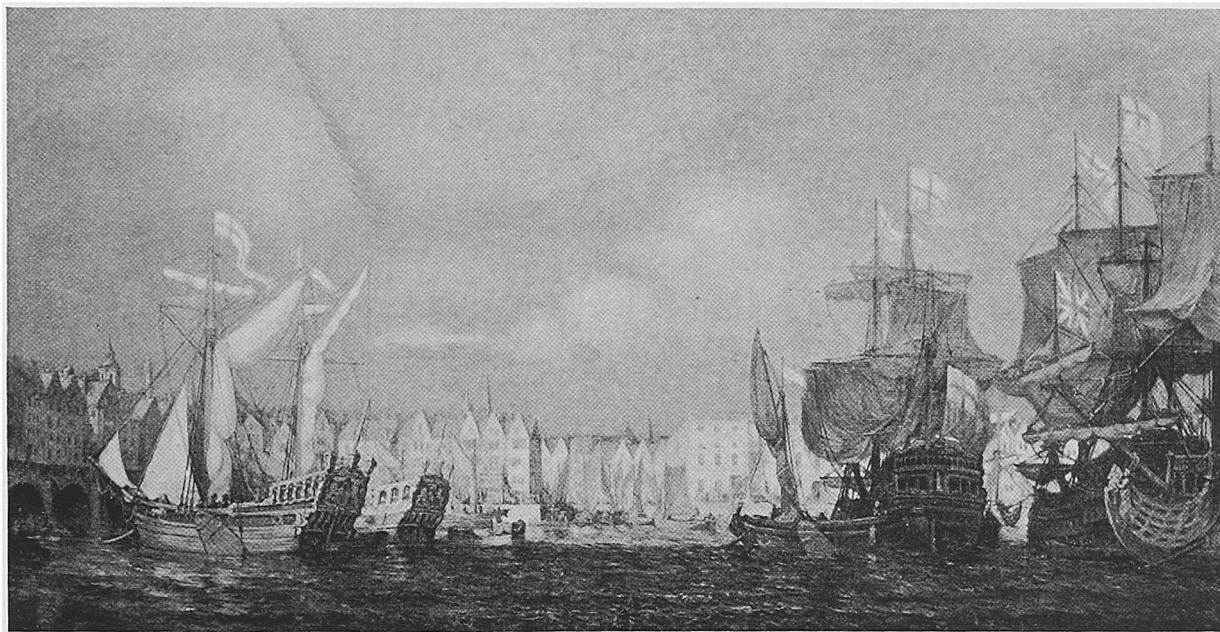
THE first permanent colony on Manhattan Island was established by the Dutch West India Company in 1624. It remained under Dutch sovereignty until 1664, when it was captured by an English squadron. In 1673 it was retaken by the Dutch, but was restored to English rule the following year. The town is here shown as it was during the last year of Dutch occupation.

At the left of the picture appears Fort Amsterdam, originally laid out by engineers sent from Holland about 1628. Upon the walls were mounted forty-two guns, mostly brass twelve- and eighteen-pounders. Within the enclosure of one hundred yards square stood the Governor's house, the barracks and the church, whose blue-shingled roof appears at the left of the stern of the large ship. The site of the church is now that of the Custom House. From the rocky point outside the walls of the fort, friends of depart-

ing voyagers had their last view of the disappearing sails beyond the Narrows. The name of "Schreyers Hoek," or Weepers' Point, bestowed upon this spot, recalled to the exiles Schreyers Toern, the Weepers' Tower of old Amsterdam.

On the river shore stood the house of Peter Stuyvesant built in 1658. Later it became known as the "White Hall," and gave its name to the present White Hall street.

In the foreground of the painting appear two large merchant ships, just arrived from Holland. The one at the left carries the banner of Amsterdam at her stern and the flag of the Dutch West India Company at her mainmast-head. The other flies the ensign of the States-General and the Company's flag. A government yacht is moored alongside the breakwater at the right, and beyond lie Hudson River sloops and small craft.



LONDON

THIS portion of London below the bridge is represented as it appeared a few years after the Great Fire of 1666. In the center of the picture is Billingsgate, the oldest wharf on the Thames and the chief city wharf for landing fish, corn, malt and salt. Perhaps it is more celebrated today for the picturesque variety of language spoken in its vicinity than for its varied commerce. To the right is the Custom House as it was rebuilt by Christopher Wren after the fire. This building in turn was burned in 1718. Behind the ships at the extreme right appears a bit of the Tower of London. At the left is seen the end of old London Bridge, the only bridge over the Thames in the city until a century ago, and still the most important.

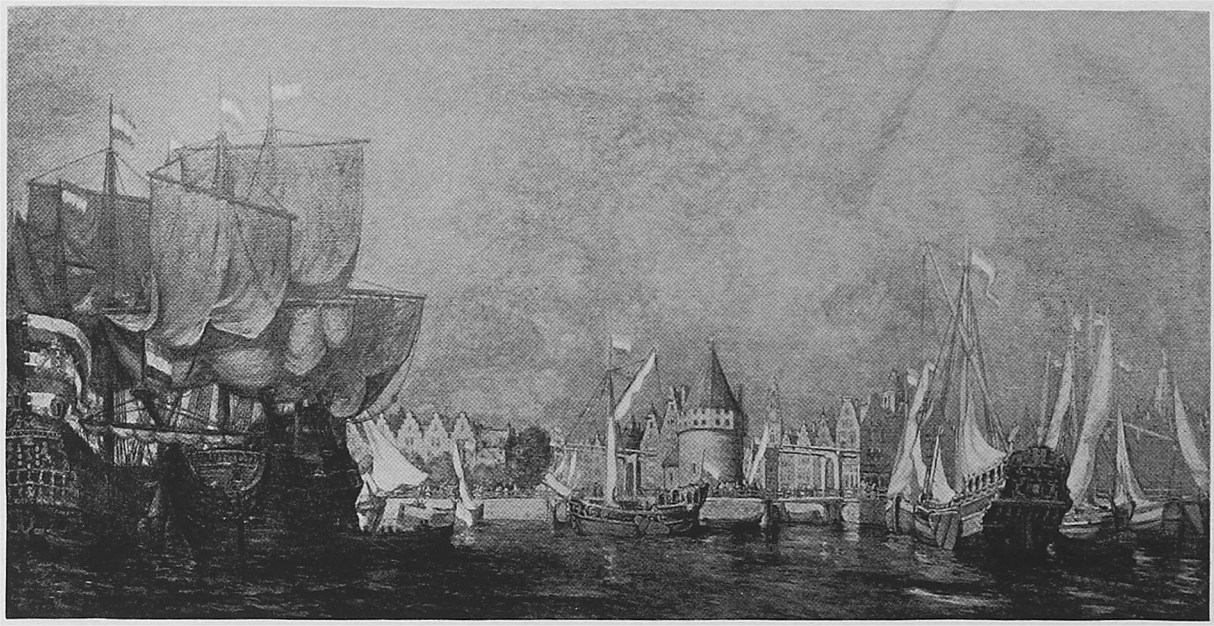
At the left of the foreground group of ships at anchor is a Dutch fishing-boat carrying the flag of Hoorn in Holland, whence sailed the Dutch captain who discovered Cape Horn and named

it for his native town. The Dutch had the privilege of sending three boats to sell fish at Billingsgate, and retain it to this day. At the left are anchored two royal yachts. The nearer is the "Mary," which was presented by the Dutch to Charles II on his accession, and was the first yacht seen in England. Beyond her lies the "Anne," built in an English yard, upon the lines of the "Mary," for the King's brother, the Duke of York and Albany. With these yachts began yacht-racing and building in England.

LONDON

A mighty mass of brick, and smoke, and shipping,
 Dirty and dusky, but as wide as eye
 Could reach, with here and there a sail just skip-
 ping
 In sight, then lost amidst the forestry
 Of masts, a wilderness of steeples peeping
 On tip-toe through their sea-coal canopy;
 A huge, dun cupola, like a foolscap crown
 On a fool's head,—and there is London town!

—Lord Byron.



AMSTERDAM

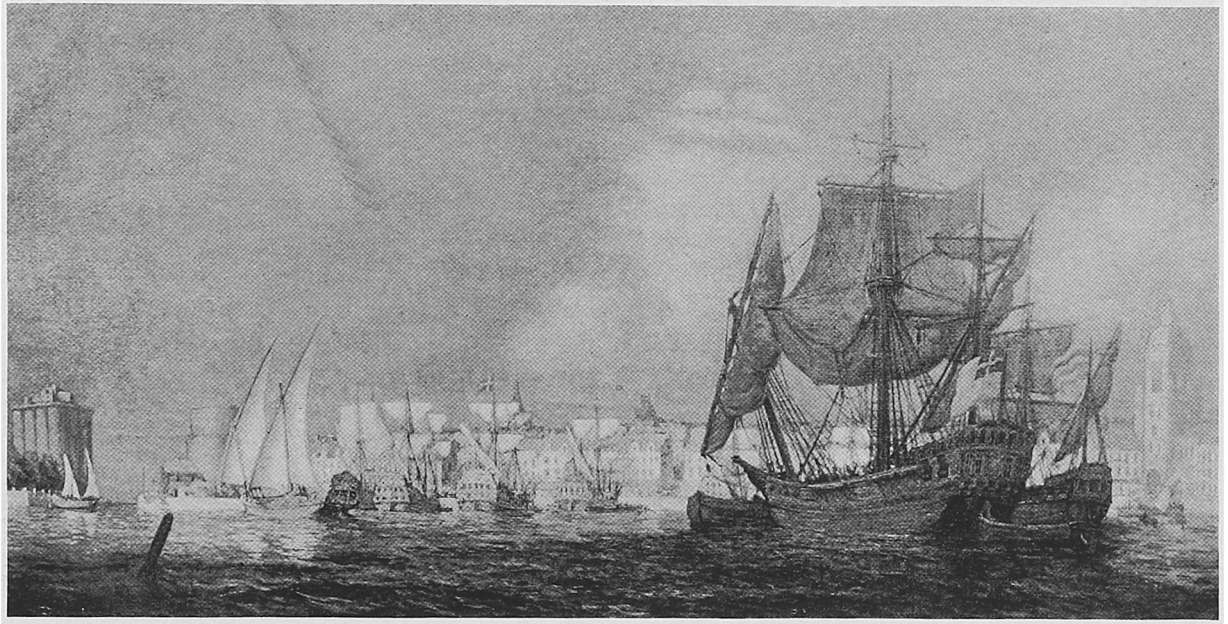
AMSTERDAM dominated the commerce of the world during the seventeenth century. The Dutch East India Company, founded in 1602, held the Eastern trade against all competitors, and the West India Company, founded in 1621, enjoyed a monopoly of the trade with Africa and America. The most important outpost of the latter was the colony of New Netherland.

In the center of the picture appears a stone tower with conical roof, known as the "Schreyers Toern," or the Weepers' Tower. This title had been given it because of the farewells that took place at its base, whence voyagers to foreign parts embarked on the outward-bound ships. After this tower, as already related, was named Schreyers Hoek in New Amsterdam. At the right of the tower appears the spire of the "Oude Kerk," or Old Church, and still farther to the right the dome of the Church of St. Nicholas, the patron of sailors. At the extreme left lies the war-ship "The Seven Provin-

ces," displaying the great banner of the city of Amsterdam.

Before the tower is an Admiralty yacht, such as those attached to the Dutch fleets of the time. On the right is anchored a large, privately owned yacht, whose stern is elaborately carved and gilded. Numbers of similar yachts were owned by the rich burghers of Amsterdam, who sailed them in reviews and mimic combats. Beyond this yacht lie "boyers" and market-boats, the direct ancestors of American sloops and English cutters.

It was from Amsterdam that Henry Hudson sailed in March, 1609, in the yacht Half-Moon, with a crew of about twenty Dutch and English sailors, on a voyage for the discovery of a north-west passage to India. Proceeding leisurely, on September sixth he passed through the Narrows, and on the ninth the vessel arrived in what is now New York harbour, which he perceived to be a good one for all winds.



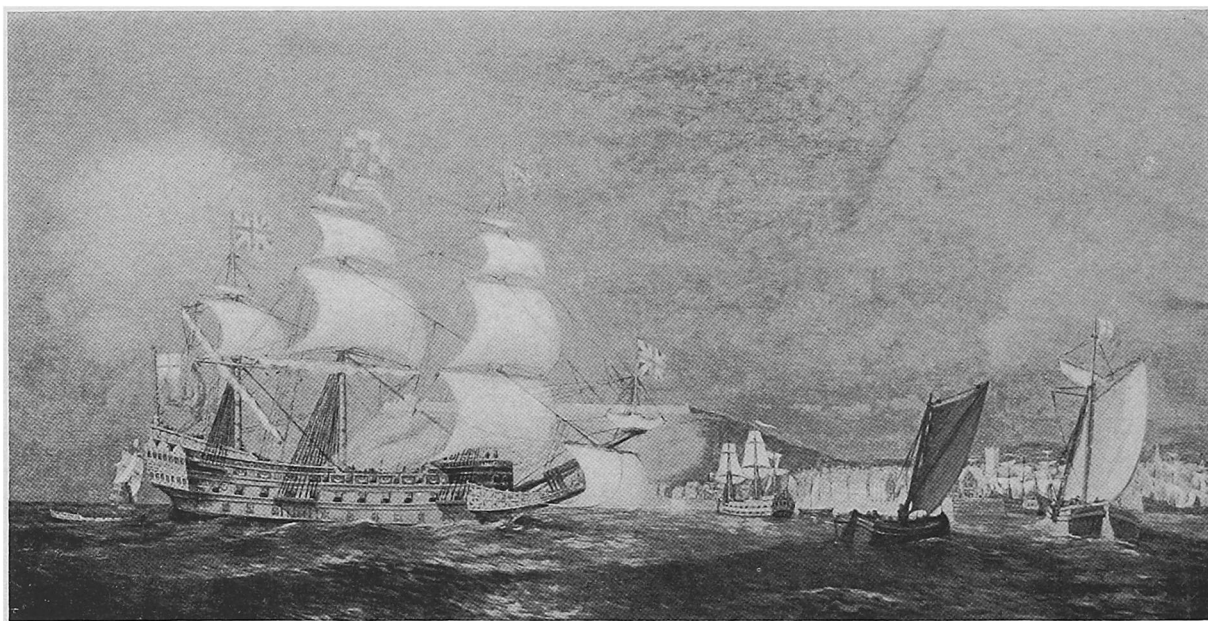
LA ROCHELLE

LA ROCHELLE was one of the great maritime cities of France in the sixteenth century, and the principal port for trade with the French colonies in Canada. In the religious wars of the following century it suffered many losses. Among the hundreds of thousands of Frenchmen who emigrated after the revocation of the Edict of Nantes in 1685, over three hundred families left La Rochelle, of whom many found homes together in America. One of these colonies bought, in 1686, through Governor Leisler of New York, a tract of six thousand acres of land, to which they gave the name of New Rochelle. They had already been made somewhat acquainted with New Netherland by the homeward-bound Dutch ships, which frequently called at La Rochelle to seek news of enemies lying in wait for them, before proceeding up the Channel.

The entrance to the old port of La Rochelle is guarded by two towers—

that on the left, the Tour of St. Nicolas, dating from 1384, and that on the right, the Tour de la Chaine, dating from 1476. It is said that in medieval times a Gothic arch spanned the entrance. At the right of the picture is the Porte de la Grosse Horloge, the oldest gateway of the town. In the foreground lies a "polacre," which shows in her composite rig of lateen and square sails a mixture of Mediterranean and Northern influences.

La Rochelle, which was known till the 12th century under its Latin name of Rupella, Little Rock, of which its present name is a mere translation, originated in a colony of serfs of Lower Poitou, who, fleeing from the persecution of their lord settled on the rocky promontory between the ocean and the marshes. A stronghold of the Huguenots, it was unsuccessfully besieged in 1573, and in 1627-28 again made for fourteen months a heroic though unavailing resistance to Cardinal Richelieu.



PLYMOUTH

PLYMOUTH had a large share in the discovery and colonization of the New World. Its commerce and shipping were so important that, except in time of war, it is said that only women, boys and old men were to be seen in the streets—the able-bodied men were invariably afloat or abroad. It was the home port of such sea-venturers as John Hawkins, Francis Drake, Humphrey Gilbert and Captain John Smith. On their voyage to America, the Pilgrims in the “Mayflower” sailed from Plymouth, their last European port, on September sixth, 1620, and they next found harbor at a place which Captain John Smith had named Plymouth six years earlier.

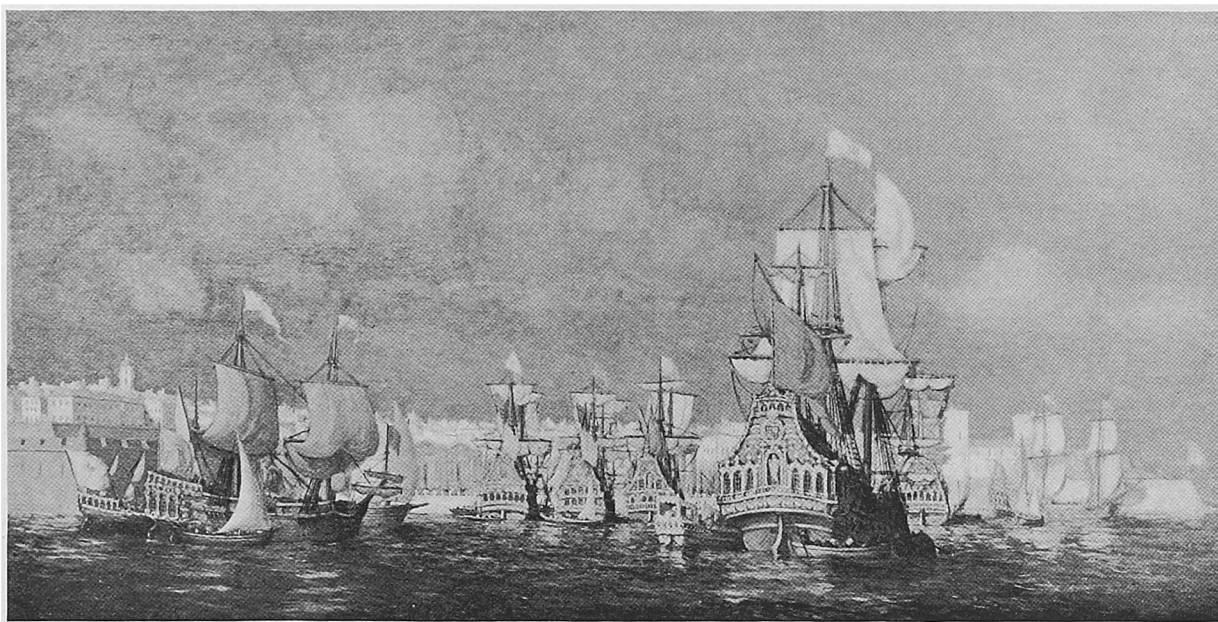
The picture shows one of the most famous English war-ships of this period, the “Sovereign of the Seas.” Her dimensions were: length, 170 feet; breadth, 48 feet; depth of hold, 20 feet; and tonnage, 1637 (this being the same number as the year of her launching). She was the first three-decker and the

first ship to carry topgallants on all masts. She carried over one hundred guns and was lavishly ornamented with carving and gilding. After much service she was burned at Chatham in 1696.

Beyond the ship is seen the Citadel as rebuilt by Charles. He visited the works on their completion in 1671, in his “pleasure-boats”—doubtless the royal yachts shown in the picture of London.

To Plymouth appears to have come the first news of the approach of the Spanish Armada:

It was about the lovely close of a warm summer day,
There came a gallant merchant-ship full sail to Ply-
mouth Bay;
Her crew had seen Castile's black fleet beyond
Aurigny's isle,
At earliest twilight, on the waves, lie heaving many
a mile;
At sunrise she escaped their van, by God's espe-
cial grace;
And the tall Pinta, till the moon, had held her close
in chase,
Forthwith, a guard at every gun was placed along
the wall;
The beacon placed upon the roof of Edgecombe's
lofty hall,
And many a fishing-bark put out to pry along the
coast,
And with loose rein and bloody spur rode inland
many a post.
—Lord Macaulay.



CADIZ

CADIZ, although a very ancient city, dates her greatest prosperity from the voyages of Christopher Columbus, and its loss from the final ruin of her commerce with the West Indies by the Spanish-American War of 1898. As the headquarters of the Spanish treasure-fleets, she was long the wealthiest port of Western Europe, and as late as 1770 was reckoned richer than London.

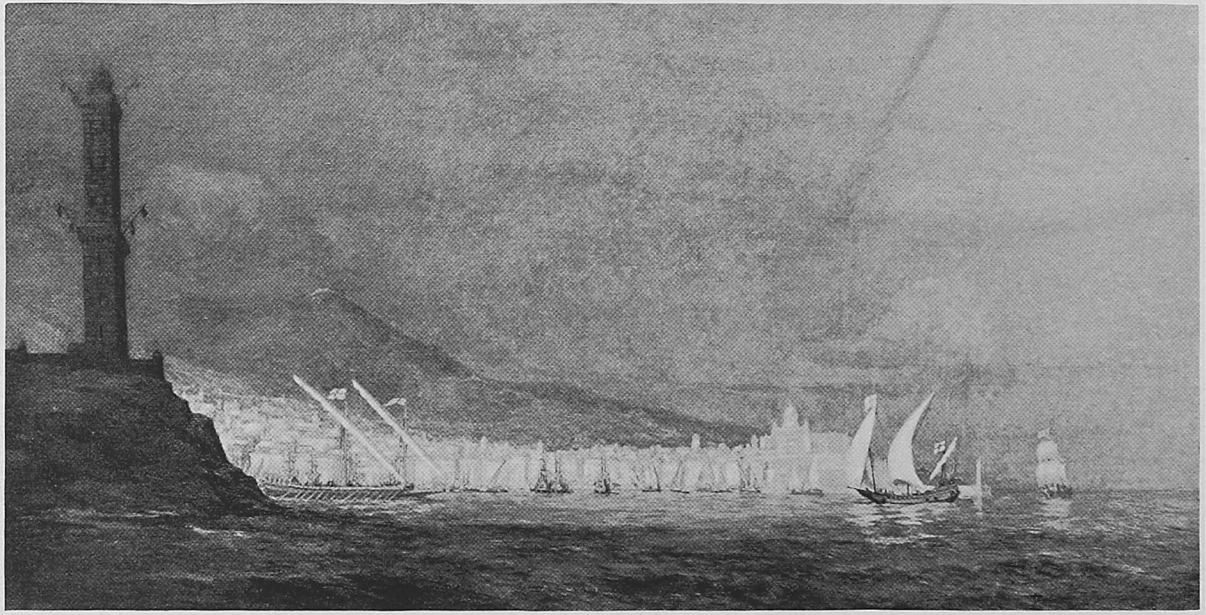
Each year there sailed from Cadiz to America two fleets, consisting of many merchant ships convoyed by war-vessels. They visited the Spanish ports of the West Indies and the mainland bordering the Gulf of Mexico, where they collected the King's revenue. The gold and silver carried home by these fleets, sometimes to the value of twenty-five millions of dollars per annum, made them tempting prizes for Barbary corsairs and adventurers of other nations. Their voyages were timed to take advantage of favorable winds; and to avoid enemies, orders as to the course

to be steered and the ports to be made were divulged to the trusted admiral alone. In spite of all precautions, the treasure-fleets were frequently hunted across the Atlantic by pirates under many flags and robbed of the spoils which they had wrung from Aztecs and Incas.

A portion of the home-coming West Indian fleet is here shown at anchor in the harbour of Cadiz. In the center of the picture is the Porta Marina, the principal entrance to the city from the sea, and at the right are the palace and barracks.

Lord Byron celebrated one of the products of this port in his poem, "The Girl of Cadiz," from which the following stanza is taken:

Oh, never talk again to me
Of northern climes and British ladies;
It has not been your lot to see,
Like me, the lovely Girl of Cadiz.
Although her eyes be not of blue,
Nor fair her locks, like English lassies,
How far its own expressive hue
The languid azure eye surpasses!



GENOA

HAD Christopher Columbus been able to enlist capital for his voyage of discovery in his native city, instead of begging for ships and men in one foreign court after another, Genoa, and not Spain, would have had first claim on the New World, and Italian immigration to these shores would have begun some centuries earlier. His genius eventually profited Genoese bankers and merchants, however, for they financed and outfitted the Spanish armies and fleets in both the Old World and the New. The undisputed title of "Genoa the Superb" is still claimed for the city, whose palaces rise tier on tier along the hillsides above the sea.

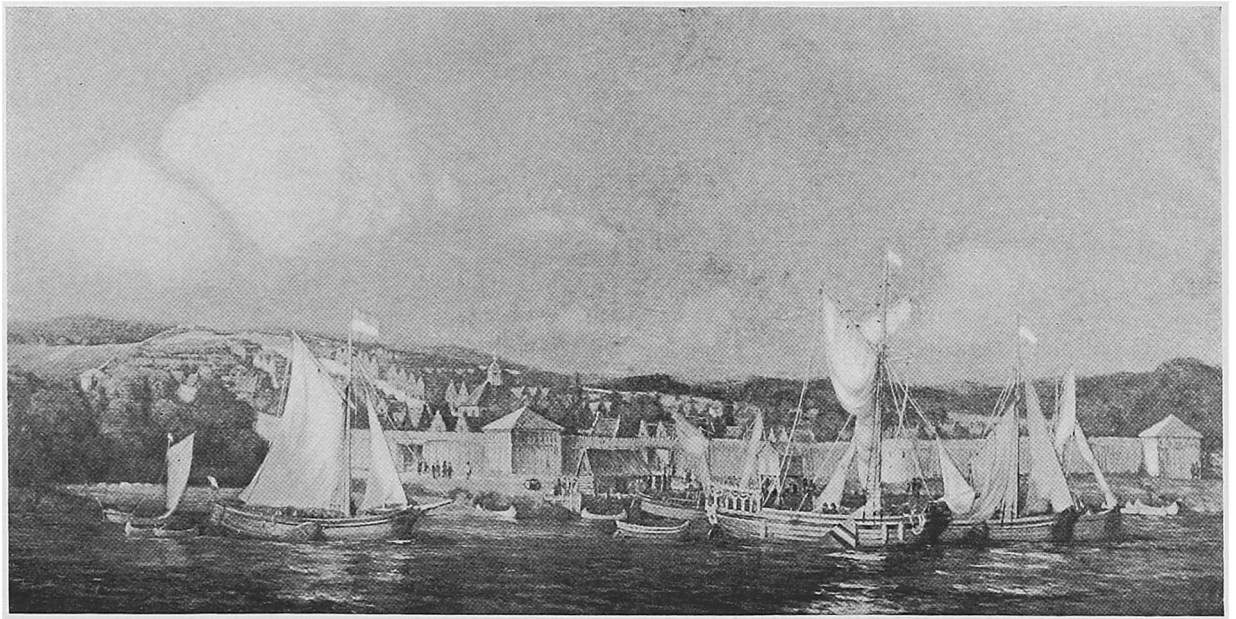
At the left of the picture is shown the "Lanterna," a great lighthouse tower built in 1643 to replace an earlier beacon on an adjoining site. It rises three hundred and eighty-four feet above sea-level, and is still in use—one of the oldest lighthouses in the world.

At the right of the picture is the Church of Santa Maria di Carignano, the dome of which is nearly as high as the Lanterna. The design of this church is in imitation of Bramante's scheme for St. Peter's at Rome.

Beyond the Lanterna appears a war-galley proceeding under oars against the wind. A lateen-rigged *barca* and a coasting vessel are rounding the mole to enter the harbour, where ships from all the ports of the world gathered in the seventeenth as they now do in the twentieth century.

'Twas where in the northwest,
Still unassailed and unassailable,
Thy pharos, Genoa, first displayed itself,
Burning in stillness on its craggy seat,
That guiding star, so oft the only one,
When those now glowing in the azure vault
Are dark and silent. 'Twas where o'er the sea
(For we were now within a cable's length)
Delicious gardens hung; green galleries,
And marble terraces in many a flight,
And fairy arches flung from cliff to cliff,
Wildering, enchanting.

—Samuel Rogers.



FORT ORANGE

IN 1609 Henry Hudson sailing under a commission from the Dutch East India Company, discovered the river that bears his name. The Dutch West India Company sent out colonists in 1624, who built houses and a fort, which they called Fort Orange in honour of Maurice, Prince of Orange, on the site of the future city of Albany. The Company held a monopoly of the very profitable fur-trade with the Indians, and bought tens of thousands of beaver and other skins annually, which were sent down the river in sloops to New Amsterdam, and from there in larger vessels to Europe. Both towns fell into the hands of the English in 1664, and Fort Orange was called Albany after the same duke for whom New York was named. When the Dutch recovered their colony in 1673, Albany became Willemstad, but in six months it regained the name of Albany at the restoration of English sovereignty.

The town was surrounded by a palisade, the logs of which were twenty

feet long and twelve inches in diameter. Block-houses strengthened the angles, and gates opened into the principal streets. At the intersection of Handlers Street (now Broadway) and Yonkers (now State) Street stood the Dutch Church, the steep roof of which appears above the nearest block-house. From the church Yonkers Street mounts the hill to the site of the present Capitol, where the English built Fort Frederick soon after their final occupation. In the foreground are shown the sloops which carried the commerce and passengers of the time.

The lands immediately opposite to Albany, and for a distance along and from the river, the Dutch denoted as *Het Greene Bosch*, the pine woods, corrupted to Greenbush. The mouths of the Mohock they distinguished as the *Spruytes*, corrupted to, and which may also possibly pass for a translation, the Sprouts. The larger island formed by the Sprouts, they called *Walvisch island*, whale island.